

### AMENDMENTS TO THE CLAIMS

The listing of claims will replace all prior versions, and listings, of claims in the application:

Claim 1 (Currently Amended): ~~Improved~~ A window lift assembly ~~adapted for being fitted in the lock of~~ for a motor vehicle comprising

a first guide and slider assembly [(4)] provided in [(the)] a frame [(2)] of [(the)] a door [(1)] of the vehicle and

a second guide and slider assembly [(5)] provided in [(the)] a track [(6)] of the window lift assembly, both assemblies having sliders [(7)] fixed to [(the)] a window pane [(3)],

means for driving said guide and slider assemblies (4, 5), ~~the window lift assembly being fitted in the lock of the motor vehicle with the track (6) secure thereto,~~

the design of said window lift assembly depending on [(the)] a first distance [(Y1)] between two points of contact [(P)] of the slider in said track [(6)] measured on a line parallel to said track [(6)]; on [(the)] a second distance [(Y2)] from [(the)] an upper edge [(11)] of the pane [(3)] to [(the)] a fastening point [(the)] of the slider [(7)] of said first assembly [(4)] in the pane; ~~(3); the~~ a third distance [(X1)] from an end of the track [(6)] to the points of contact; ~~(P); the~~ a fourth, horizontal distance [(X2)] between two points of contact of the slider in said track; (P); the a first height [(H)] from [(the)] a lower portion [(14)] of the door of the vehicle to [(the)] a belt line [(13)]; and [(the)] a second height [(h)] of the window of

the vehicle, characterized in that said first distance  $[(Y_1)]$  has its maximum value possible for generating  $[(the)]$  a maximum resistive torque to withstand  $[(the)]$  a weight of the pane  $[(3)]$ , at the same time the condition that said maximum value of said first distance  $[(Y_1)]$  is less than a difference in value between the first height and the second height  $[(H-h)]$  is met to facilitate assembly of the slider  $[(7)]$  in the door, said second distance  $[(Y_2)]$  being less than a difference in value between the second height and the second distance the value  $(h-Y_2)$  as a  $[(the)]$  descent load is less than  $[(the)]$  an ascent torque due to the weight of the pane  $[(3)]$ ; and the value of the third distance  $[(X_1)]$  being as high as possible according to the geometry of the door.

Claim 2 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the fourth distance  $[(X_2)]$  is less than or equal to the third distance  $[(X_1)]$  in case the value of the first distance ~~is~~  $(Y_1)$  is very low due to space, and to the geometry of the door.

Claim 3 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the third distance  $[(X_1)]$  has a value ranging from 100 to 150 mm, depending on the space available for assembly.

Claim 4 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that said window lift driving means are mechanically linked to a lock assembly of the vehicle allowing any mechanical driving means of said lock assembly, or any mechanisms associated therewith, to be suppressed.

Claim 5 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the slider of the first guide and slider assembly fitted in ~~[[the]]~~ a guide of the frame (2) of the door provides only a single point of contact inside of said guide allowing rotation of the slider, so that the value of the first distance ~~[[Yi]]~~ is as high as possible, the value of the third distance ~~[[Xi]]~~ being as low as possible, and ~~[[Y2]]~~ depending of the load.

Claim 6 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the slider of the first guide and slider assembly fitted in ~~[[the]]~~ a guide of the frame (2) of the door of the vehicle is completely guided without possibility of rotation, the first distance ~~[[Y1]]~~ being as low as possible to avoid hyperstability and to prevent the system from being blocked, and the value of the third distance ~~[[X1]]~~ being as low as possible to avoid any possible blocking torques.

Claim 7 (Currently Amended): ~~Improved~~ The window lift assembly ~~adapted for being fitted in the lock of a motor vehicle~~ as claimed in claim 1, ~~characterised~~ characterized in that the slider of the first guide and slider assembly fitted in ~~[[the]]~~ a guide of the frame (2) of the door of the vehicle has a single point of contact, the pane ~~[[3]]~~ completely resting on the frame ~~[[2]]~~, so that the value taken by the ~~design~~ first, second, and third distance variables (~~Y1, Y2, X1~~) depends on the geometry and on the loads of the assembly, value of the first distance ~~[[Y1]]~~ having to be an average value to avoid any possible ~~plays~~ malfunctions in the assembly, and the second and fourth distances (~~Y2, X2~~) being proportional to the ascent and descent loads of the pane ~~[[3]]~~.

Claim 8 (New): A window lift assembly for a motor vehicle, the motor vehicle having a door with a frame, and a window pane, said window lift assembly comprising of:

a first guide and slider assembly provided in an upper portion of the frame of the door, including a first slider;

a track provided in a lower portion of the frame of the door; and

a second guide and slider assembly provided in said track, including a second slider; wherein both of said first and second sliders are fixed to the window pane.

Claim 9 (New): The window lift assembly as claimed in claim 8, further comprising:  
  
means for driving said first and second guide and slider assemblies for lifting the window pane.

Claim 10 (New): The window lift assembly as claimed in claim 9, wherein said driving means are mechanically linked to a lock assembly of the vehicle, allowing mechanical driving means for said lock assembly to be suppressed.

Claim 11 (New): The window lift assembly as claimed in claim 8, wherein the first slider is fitted in a track and provides a single point of contact inside of said second guide and slider assembly allowing rotation of the second slider.

Claim 12 (New): The window lift assembly as claimed in claim 8, wherein the first slider is fitted in a track and is completely guided without possibility of rotation.

Claim 13 (New): The window lift assembly as claimed in claim 8, wherein the first slider is fitted in a track and has a single point of contact, the pane completely resting on the frame.